

Draft Urban Design Policies – 6/12/19

Goal 1 - Design: Use a design framework that considers location and development typology to guide urban design standards and procedures that are customized at a district level.

1. **Downtown Milwaukie** is part of the Milwaukie Town Center, which is a regional destination in the Metro 2040 Growth Concept, and is designed to:
 - a) Allow for a variety of dense urban uses in multi-story buildings that can accommodate a mix of commercial, retail, office and higher density residential uses.
 - b) Provide a high-quality pedestrian environment that supports excellent access to the area's multiple transportation modes
 - c) Capitalize on proximity to and views of the Willamette River
 - d) Ensure that buildings are designed to contribute to an active, pedestrian oriented streetscape.
 - e) Require that new buildings respect historic patterns of development in the downtown with regard to building openings, storefront design, and design details.
 - f) Ensure that standards and guidelines support a defined and well-articulated design vision for the downtown.
2. **Central Milwaukie** is part of the Milwaukie Town Center that serves the larger Milwaukie community with goods and services and seeks to: Provide opportunities for a dense combination of commercial retail, office, services, and housing uses.
 - a) Ensure that new development supports transportation connectivity through the Central Milwaukie district.
 - b) Ensure buildings and sites are designed to support a pedestrian-friendly streetscape and establish a storefront environment along key streets.
 - c) Manage the bulk and form of buildings to provide a transition between Central Milwaukie and adjacent areas with a lower density residential comprehensive plan designation.
 - d) Broaden the scope of the area to include the Milwaukie Market Place, Providence Hospital, and the Hillside Development.
3. **Neighborhood Mixed Use** areas are located primarily along collector or arterial roads and are designed to:
 - a) Provide opportunities for a mixture of neighborhood commercial services and housing which are well-connected to the surrounding neighborhoods by sidewalks and bikeways.
 - b) Ensure that development is designed to be a good neighbor to surrounding residential areas through appropriate setbacks, building placement, buffers, and landscaping.
 - c) Require that new development connect to surrounding neighborhoods for pedestrians and others using active transportation modes to travel to and within the district.
 - d) Ensure that new mixed use and commercial buildings provide a commercial storefront environment with sidewalks and amenities appropriate to create an active, pedestrian-focused streetscape.
 - e) Ensure that new development is compatible with what has been historically permitted on adjoining residential properties in terms of height, bulk, and building form.

4. **Neighborhood Hubs** are dispersed throughout Milwaukie and aim to:
 - a) Provide opportunities for development and use of neighborhood-level commercial services and amenities and gathering places for surrounding residential areas.
 - b) Ensure that new development projects are at a scale that fits with the height, bulk and form of development that have been historically permitted in the neighborhood.
 - c) Ensure new development contributes to a pedestrian friendly environment along the property frontage, recognizing that a storefront environment is not mandatory in a neighborhood hub setting.
 - d) Encourage development of outdoor seating areas and pedestrian plazas.
 - e) Provide for a high level of flexibility in design to accommodate a variety of start-up uses and explore innovative techniques for waiving or deferring full site development and parking requirements.

5. The **North Milwaukie Innovation Area** is one of the City's main employment areas that has identified redevelopment opportunities that seek to:
 - a) Provide opportunities for a wide range of employment uses including manufacturing, office, and limited retail uses, as well as mixed-use residential in the area close to the Tacoma Station Area.
 - b) Ensure that the design of new development and redevelopment projects contribute to a pedestrian friendly environment within the Tacoma Station Area.
 - c) Provide for active transportation connections throughout the NMIA.
 - d) Require green building features for buildings that exceed the base zone height.
 - e) Limit the size and display characteristics of commercial signage.

6. The **International Way Business District** is a major employment area off of International Way and Highway 224 that serves to:
 - a) Provide flexibility for industrial and office employment in the district.
 - b) Protect natural resources in the district including Minthorn Natural Area and the drainageways that connect to it.
 - c) Provide landscaping along street frontages in the district.
 - d) With redevelopment, provide pedestrian and active transportation improvements through the district.
 - e) Limit the size and display characteristics of commercial signage.

7. **Corridors** are located along frequent transit lines and aim to:
 - a) Provide opportunities for higher intensity development in areas within walking distance of frequent transit service.
 - b) Ensure that design standards require direct pedestrian connections to the closest transit line.
 - c) If new development includes a commercial component, require a storefront design.
 - d) Ensure development design contributes to a comfortable pedestrian environment.
 - e) Maintain development and design standards that provide for a transition in development intensity between the development site and adjoining areas designated or planned for lower density residential uses.

Goal 2 - Livability. Enhance livability by establishing urban design concepts and standards that help improve the form and function of the built environment.

1. Create a **Pedestrian Environment** that aims to:
 - a) Prioritize enhancement of the environment for pedestrians and people using other active transportation modes when expending public funds on street improvements.
 - b) Require new development to be designed in a manner that contributes to a comfortable, safe environment for pedestrians and other non-motorized users in the public right-of-way.
 - c) Enhance pedestrian spaces through adequate landscaping, trees, and amenities such as benches and lighting.
 - d) Encourage storefront retail to be developed along street frontages in commercial and mixed-use districts.
 - e) Provide for pedestrian connectivity and access by other active transportation modes.
 - f) Use urban design features to slow traffic through NMU districts and neighborhood hub areas.
 - g) To enhance the pedestrian experience, explore opportunities for woonerf and living street designs in areas with appropriate traffic volumes.
2. Establish appropriate **parking** standards that help to:
 - a) Reduce the amount of off-street automobile parking required for new development and place a greater emphasis on active transportation.
 - b) As opportunities arise, encourage redevelopment of existing parking lots or conversion of lots for recreational activities.
 - c) Buffer parking lots from the pedestrian environment with landscaping and with walls along streets in the town center.
 - d) Provide on-street parking on frontages that have commercial storefronts.
 - e) Prohibit off-street parking between the sidewalk and the front of any new commercial or mixed- use building.
3. Establish **landscaping standards and stormwater improvements** that help Integrate the Urban and Natural Environment and which:
 - a) Maintain landscaping design standards that require landscape plan approval as part of the development review process.
 - b) Use the landscape planning process to ensure that new development provides tree canopy cover consistent with city objectives.
 - c) Allow for vertical landscaping or green roofs to substitute for ground landscaping in situations where sites are constrained and there is a public benefit associated with the project.
 - d) Require street trees consistent with urban forestry goals.
 - e) Utilize green infrastructure (bioswales, rain gardens, pervious pavement, and green roofs) to minimize pervious surfaces and to capture and treat stormwater on site.
 - f) Where appropriate, integrate natural features into the site planning process while also ensuring that designated natural resources are protected and conserved.
4. **Plan for the design of the Public Realm**
 - a) Provide clear standards for the design of public improvements.
 - b) Articulate the specific details that are necessary to achieve design objectives of adopted project plans or special area plans unique to specific streets or public spaces.

- c) Provide seating in public spaces where people are intended to gather. Areas of public seating should have access to direct sunlight.

Goal 3 - Process. Provide a clear and straight forward design review process for development in Milwaukie along with incentives to achieve desired outcomes.

1. Use a two-track **Design Review** process to ensure that new development and redevelopment projects are well designed. Provide a clear and objective set of standards as well as an optional, discretionary track that allows for greater design flexibility provided design objectives are satisfied.
2. Ensure that a **clear and objective process** is available for all needed housing types that is well designed, provides adequate open space, and fits into the community, while offering an alternatives discretionary path for projects that cannot meet these standards.
3. Expand **incentives** and refine development standards that help to:
 - a) Provide flexibility for commercial use of existing residential structures within Neighborhood Hubs and Neighborhood Mixed Use districts.
 - b) Provide flexibility for the types of uses permitted as home occupations where it can be demonstrated that the home occupation will help meet the daily needs of residents in the surrounding neighborhood.
 - c) Consider the use of vertical housing tax abatements and other financial tools to encourage development in Neighborhood Hubs
4. Require that **comprehensive plan amendment applications** address the following guidelines when the amendment would increase the intensity and/or density of a commercial or mixed-use area:
 - a) High density districts should be:
 - i. Served by collector or arterial streets
 - ii. Within ¼ mile of a park
 - iii. Within ¼ mile of commercial services
 - b) Medium density districts should be:
 - i. Served by collector or arterial streets
 - ii. Within ½ mile of a park
 - iii. Within ½ mile of commercial services
 - c) Low density districts should be:
 - i. Served by local, collector, or arterial streets
 - ii. Within ½ mile of a park
 - iii. Within ½ mile of commercial services
 - d) Mixed use districts should be:
 - i. Served by collector or arterial streets
 - ii. Within ¼ mile of a park
 - iii. Located to serve residents in the surrounding ¼ mile area